

B. P. TAYLOR,
Steward.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 4104. 日二初月一十年八十二緒光 MONDAY, DECEMBER 1, 1902.

一拜禮 號一月二十英港香

THIRTY DOLLARS
PER ANNUM

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,910,000

Head Office: YOKOHAMA.
Branches and Agencies:
TOKYO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARR'S BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKO HODSUMI,
Manager.
Hong Kong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND:
Sterling Reserve \$10,000,000 \$14,750,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq. C. Michelau, Esq.
Hon. C. W. DICKSON, Esq. D. M. MOSES, Esq.
E. Goetz, Esq. H. Schubart, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hong Kong: J. R. M. SMITH.
Shanghai: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hong Kong, 12th November, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hong Kong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$344,374

HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. J. Lait, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2 %
Hong Kong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hong Kong, 4th October, 1902. [16]

Hong Kong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hong Kong, 15th November, 1902. [16]

QUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

U.S. Gold \$7,180,000

Head Office: NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEXES ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 " "

E. F. GROS,
Acting Manager.
Hong Kong, 1st December, 1902. [17]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
On Current Accounts at 2 1/2 per annum.

On Fixed Deposits for 3 months:
1 1/2 " " " "
" 6 " " " "
" 12 " " " "

E. W. RUTTER,
Manager.
Hong Kong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL \$800,000

RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000

RESERVE FUND \$650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " " " 3 1/2 " "

" " " " 3 " "

T. P. COCHRANE,
Acting Manager.
Hong Kong, 2nd June, 1902. [11]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER,
Hong Kong, 23rd October, 1902. [116]

Hong Kong, 23rd October, 1902. [116]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

YOKOHAMA: Bombay: H. S. Bradshaw About 4th Dec. Freight or Passage.

LONDON, &c.: Parramatta: F. J. Fox Noon, 6th Dec. Freight or Passage.

SHANGHAI: Valetta: W. B. Palmer, R.N.R. About 10th Dec. Freight only.

SINGAPORE: Tientsin: W. W. Cooke, R.N.R. About 10th Dec. Freight only.

MARSEILLES: LONDON and Shanghai: E. Spicer, R.N.R. Noon, 10th Dec. Freight or Passage.

ANTWERP: (See Special Advertisement).

SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

PENANG, COLOMBO and BOMBAY.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH

and LONDON DIRECT

WITHOUT TRANSSHIPMENT

For Further Particulars, apply to

Hong Kong, 27th November, 1902. E. A. HEWITT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON,

AND SOUTH AMERICAN PORTS:

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS SAILING DATES

*KIAUTSCHOU WEDNESDAY, 10th December.

*HAYERN WEDNESDAY, 24th December.

*KONIG ALBERT WEDNESDAY, 7th January, 1903.

*PRINZESS IRENE WEDNESDAY, 21st January, 1903.

*PARMSTADT WEDNESDAY, 4th February, 1903.

*KARLSRUHE WEDNESDAY, 18th February, 1903.

*PREUSSEN WEDNESDAY, 4th March, 1903.

*HAMBURG WEDNESDAY, 18th March, 1903.

*PRINZ HEINRICH WEDNESDAY, 1st April, 1903.

*SACHSEN WEDNESDAY, 15th April, 1903.

*KIAUTSCHOU WEDNESDAY, 29th March, 1903.

*BAYERN WEDNESDAY, 13th May, 1903.

*KONIG ALBERT WEDNESDAY, 27th May, 1903.

* Steamers of the Hamburg-Amerika Linie.

* Calling at AMSTERDAM.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the Steamship

"KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Phunesschloss, with

MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at

NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th December, Cargo and

Specie will be received on board until 5 P.M., on TUESDAY, the 9th December and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 9th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hong Kong, 26th November, 1902. [156c]

Intimations.

LANE, CRAWFORD & CO.

CHRISTMAS PRESENTS!

WEDDING PRESENTS!

A new and splendid assortment of
Fancy Leather Goods Electro-Plated Ware, Decorative Tall Glassware, Pretty
Dessert Service, Meerschaum and Brar Pipes, Gold and Silver Mounted Amber Cigar
Holders.

TOYS! TOYS! TOYS!

A splendid variety of
Mechanical and other Toys, Dolls, Horses and Carts, Rooking Horses, Noah's Arks,
&c., &c., &c.

FRENCH AND ENGLISH CONFECTIONERY,
GODFREY'S CHOCOLATES IN FANCY BOXES,
TOM SMITH'S CHRISTMAS CRACKERS.

Hong Kong, 27th November, 1902. [732c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hong Kong, 2nd July, 1900. [17]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,
Late Danks, Crickbank & Co., Ltd.

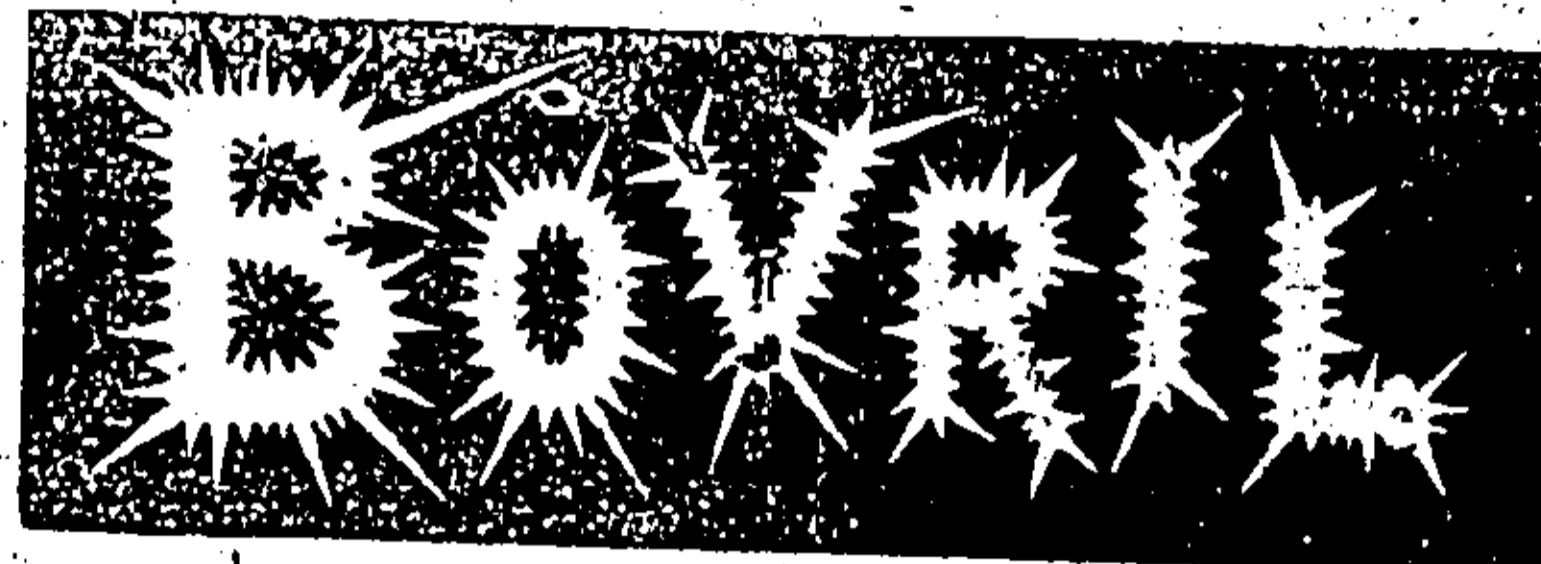
368d

Intimations.

BOVRIL ISN'T DEAR,

in fact, value for value, it is one of the cheapest drinks and one of the most economical
foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and
while giving a more genuine and lasting warmth than the latter, contains, in addition,
the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under
more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron
Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a
nourishment Meat Extract is probably the most expensive article one can buy. Bovril one
of the cheapest. [B]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS, of all kinds.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quality.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.

SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH: 14, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonosaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.

63c

CHRISTMAS HAMPERS.

ASSORTMENT OF
CHOICEST WINES AND
SPIRITS.

CHEAPEST AND BEST IN THE MARKET.

Apply to

H. PRICE & CO.,
12, Queen's Road.

Hong Kong, 19th November, 1902. [1952c]

AQUARIUS COMPANY.

All the AQUARIUS COMPANY'S Waters are Manufactured
from TREBLE DISTILLED WATER. Absolute purity can only
be obtained by distillation.

AQUARIUS MINERAL WATER.

AQUARIUS SILENT WATER.

AQUARIUS GINGER ALE.

AQUARIUS TONIC.

AQUARIUS LITHIA WATER.

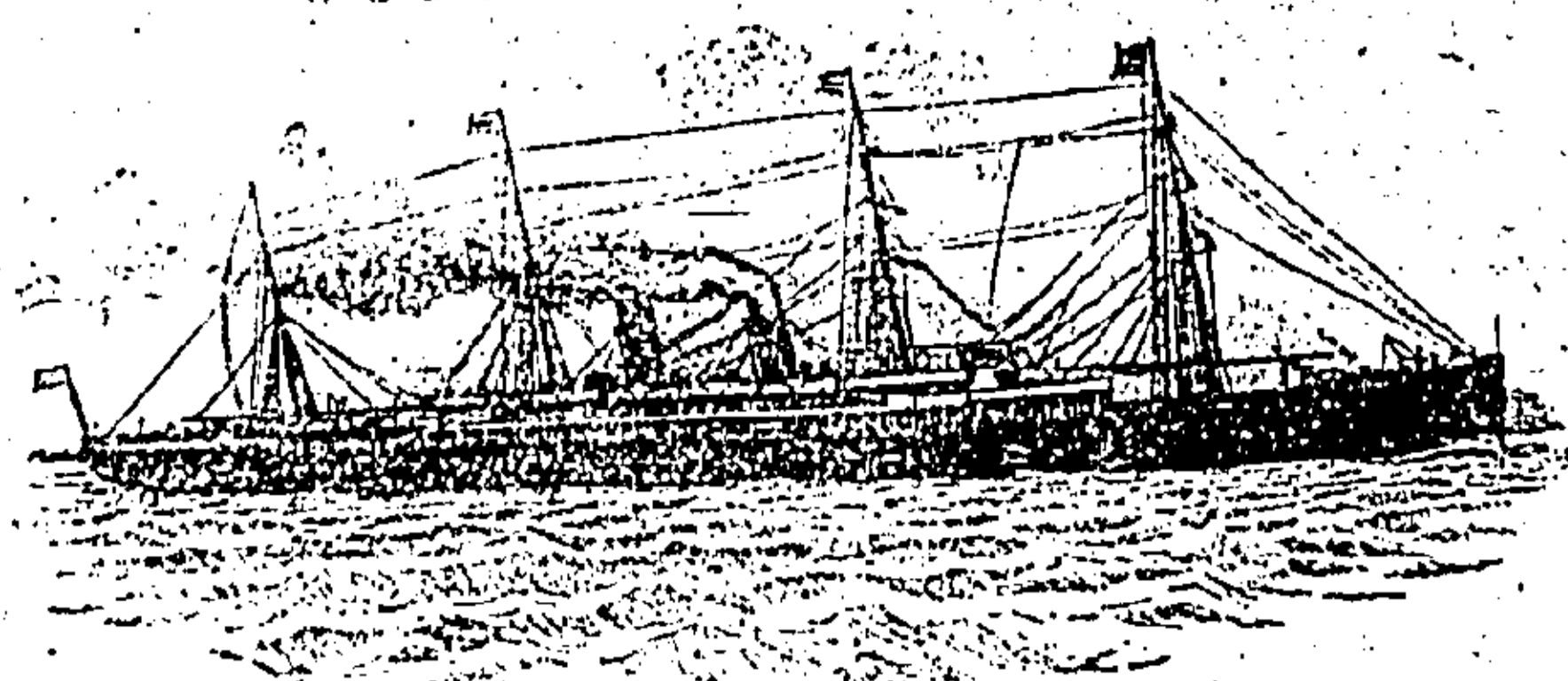
AQUARIUS STONE BOTTLED GINGER BEER.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

Hong Kong, 13th November, 1902. [1952c]



U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GABLO"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DOJO"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"GUTHRIE"	TUESDAY, 10th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 6th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials and located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 28th November, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMERALD" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 3rd Dec., 1902.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st Dec., 1902.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 14th Jan., 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 "	WEDNESDAY, 25th Feb., 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 6th May, 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th November, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
MARBURG	HAVRE and HAMBURG.	3rd Dec.	Freight.
Niedermeyer	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
Borch	(Calling at SINGAPORE and COLOMBO).		
ADRIA	NEW YORK VIA PORTS.	30th Dec.	Freight.
Schneiderschmidt			
ALESIA	GENOA and HAMBURG.	31st Dec.	Freight.
Schneiderschmidt	(Calling at SINGAPORE and PENANG).		
NUKBERG	HAVRE and HAMBURG.	13th Jan.	Freight.
	(Calling at SINGAPORE and COLOMBO).		
SI-BIA	HAVRE and HAMBURG.	27th Jan.	Freight and Passengers.
	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	10th Feb.	Freight and Passengers.
	(Calling at SINGAPORE and COLOMBO).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	24th Feb.	Freight.
Fuchs	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
No. 1, Queen's Building.

Hongkong, 27th November, 1902.

Intimations.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held in the CITY HALL, Queen's Road, Hongkong, at 11 o'clock A.M., on MONDAY, the 8th December, 1902, for the purpose of discussing and, if thought fit, of approving the Directors' Proposals for Construction of a New Dock as contained in the Circular to Shareholders dated the 22nd September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from 9 A.M. to 1 P.M. inclusive on the 8th December.

By Order of the Board,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 25th November, 1902. [12861]

THE DAIRY FARM COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,
S. A. SETH,
Secretary.

Hongkong, 19th November, 1902. [1243d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consignment of FRESH AUSTRALIAN CREAMERY BUTTER, the Company is now prepared to supply Customers as before. Prices as usual.

Hongkong, 27th November, 1902. [1295d]

NOTICE.

THE PRINTING AND PUBLISHING OFFICES of the Undersigned have been REMOVED to the Newly Built Premises at the Corner of POTTINGER STREET and DES VŒUX ROAD.

NORONHA & CO.
Hongkong, 29th November, 1902. [1305d]

THE HONGKONG STEAM WATER
BOAT CO., LIMITED.

WE have This Day REMOVED our Office to the 1ST FLOOR of CORNER HOUSE of POTTINGER STREET and PRAY.

J. W. KEW,
Manager.

Hongkong, 28th November, 1902. [1298d]

NOTICE.

WE, THE BAN AN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby give Notice that in consequence of change of owners, we have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "ESMERALDA," of Hongkong Official Number 95,359 of Gross Tonnage 1,495 tons, Register Tonnage 966 tons, heretofore owned by The China and Manila Steamship Company Limited for Permission to change her name to "AN PHO" and to have her registered in the New Name at the Port of Hongkong as owned by The Ban An Steamship Company Limited. Any Objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within 7 days from the Appearance of this Advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902. [1260d]

SALT
HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Vœux Road.

Hongkong, 17th November, 1902. [567d]

XMAS SPECIALITIES.

H. RUTTONJEE has just received and is showing as follows:—
Cadbury's Assorted Creams, Macaroons, Montelimart, Callard and Bowser's Assorted Toffees, Butterscotch, Almond Rock, Nougat, AISO.

French Sweets, viz.: Almond Flats, Rose Burnt Almonds, Marzipan Almonds, Raspberry Drops.
10% Discount for Cash.

H. RUTTONJEE,
No. 5, D'Agular Street,
Hongkong.
No. 39, Elgin Road, Kowloon.
Hongkong, 29th November, 1902. [807d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
Price \$10 per case of 48 bottles (quarts).
Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 29th May, 1902. [195d]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st December will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st December, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1902. [1285d]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 4th December, at 3 P.M.

All Claims must reach us before the 7th December, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 27th November, 1902. [653d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th December, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th November, 1902. [4]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 28th November, 1902. [1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

With s.s. "HINDUSTAN" Cargo from New York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th December, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 29th November, 1902. [1303d]

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. H. DOWNS, Manager.
J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.
Hongkong, 1st November, 1902. [1339d]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per-piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

934c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1902. [1256d]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 28th November, 1902.

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 14, QUEEN'S ROAD CENTRAL.
Hongkong, 10th October 1902. [1226d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE-YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Water's Building.

MEE CHEU G,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com. modern Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East

THE PIRATIAL PEST.

AND CANTON DELTA.

The German telegram which we published in our last night's issue, says the *China Gazette* of the 21st inst. in the effect that Great Britain had assumed "sole control" of the lawless area of the Canton, though we expect the real facts do not quite justify this way of putting it, comes as additional evidence that the powers that be at Downing Street are at last waking up in a realisation of their responsibilities in this country.

For years past the lawlessness and state of piracy and dacoity that has been rampant in this area, has defied from His Majesty's Government little further action than the posting of two shallow-draught gunboats to patrol the innumerable creeks and waters of the West River—an enormous riverine system, for proper protection of which quite a flotilla of such craft is necessary. The pirates of these waters are well informed of the actual whereabouts of these gunboats, and make it their business to operate at a goodly distance from their vicinity.

During his tenure of the late Viceroy Li Hung-chang, and his successor endeavoured to put a stop to this state of lawlessness, so destructive not only to life and property, but also to the commercial prosperity of the district, but recently, since the death of His Excellency Tao Mu, these scourges of the delta appear to have not only revived all their old vitality but, indeed, to have "gone one better."

It would hardly be credited by those who reside in the peaceful home lands, that in this twentieth century, and during the last week, no less than six cases of piracy have been reported in the waters of the Canton River alone. Amongst these was the piracy which resulted in the death of Mr. Evans, late British Consular Constable at Canton, and which culminating outrage has, no doubt, largely influenced His Majesty's Government in assuming active intervention in the delta which the Chinese are not able or willing to effectually police.

Whenever representations have been made to the Viceroy's administration they have invariably pointed to the fact that they do their best to maintain law and order and have their guard boats stationed at intervals along the banks of the West River. It is true that at points situated about three miles apart, along this waterway, so called police-boats are anchored, but rumour has it that these riverine policemen are actually in league with the pirates, and receive handsome dividends from those gentry. Be they upright or dishonest, however, the result of their presence upon these waters has been a negative one, and we would suggest their abolition and replacement by half a dozen smart well-armed shallow-draught launches under the control of Europeans. Such craft should be continually on the prowl, and would render most valuable assistance to the British gunboats already in commission.

It may be remembered that some four years ago the silk trade at Canton was almost paralysed owing to the state of piracy and dacoity that then existed in the area in which this valuable commodity is produced. The native purchasers were unable, with any reasonable chance of success, to send money up country to pay for experience, very naturally fought shy of dispatching their silk down to the Southern metropolis. The result of a little being that the native Canton merchants had to declare their inability to keep their contracts with the foreigners at Shanghai.

It will be interesting to see in what manner the British Government will "assume control" of the Canton delta, should the news which we published last night prove to be correct. Without doubt such a procedure would not be palatable to our French friends who have to a certain extent assumed a paternal attitude not only in Kwangsi but also in the Kwang-tung province. We look forward with interest to further information on the subject.

DEPRAVITY IN SOUTHERN CHINA.

A MISSIONARY'S STATEMENT.

The Rev. Henry W. Huntzler, a Methodist Episcopal missionary, sent out from Chicago to Chonging, in Southern China, has just returned to the States after two years at his station, broken in health and well-nigh discouraged by the depravity in the part of the Orient which he has been labouring to uplift. He says the slave trade is carried on without restraint in all the southern provinces, and other customs of the natives are equally shocking. He declares it will take a century to civilize that part of China.

"It will take 100 years or more of hard work and the expenditure of hundreds of thousands of dollars to civilize Southern China," he says. "In Southern China murder is as frequent as meals, and it is called a custom instead of a crime. The natives have little or no moral law. There is a marriage law, but it is only for the protection of the male inhabitants. A Southern Chinese woman, once married to a man, can never desert him. A man can have as many wives as he likes."

"The slave traffic is rampant in all parts of the southern provinces. Men dispose of their daughters and wives in the same manner as in this country we dispose of live stock."

"Notwithstanding these conditions, within three years since our mission was opened we have made 250 converts. We have established two schools, and our meetings are well attended."

CANNED INDIAN PONIES FOR JAPAN.

UTAH HORSES TO BE MADE INTO "BEEF" FOR THE MIKADO'S ARMY!

According to the *San Francisco Chronicle* of the 30th October, an enterprising Western firm, which does an immense business in "canned beef," proposes to improve its output by using fat Indian ponies in the manufacture of its "beef" hereafter. For some years past the firm has confined itself almost exclusively to Washington and Oregon horses, but now the Utah horse is displacing those of other States. Within the past week the firm has closed a contract with Major H. P. Myton, Indian agent at Fort Duchesne, for 5000 Indian ponies, which are running wild on the Uintah Indian Reservation. As the range has been unusually good this year the ponies are in good condition and the Portland packers expect a big boom in their "beef" as the result of the improved quality of horse flesh out of which they manufacture it.

The greater portion of the "beef" manufactured from the Indian ponies will be sent to Japan for the use of the Japanese army. Myton says that the Indians are to get \$2.50 each for the ponies, which are running wild, and are a detriment to the ranges. The round up of the ponies will begin as soon as Major Myton returns to the reservation, which will be next week.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

ASK FOR ASAHI JAPANESE BEER—G. Girault.

THE MESSAGERIES MARITIMES.

An extraordinary general meeting of the shareholders of the above company was held on 25th October M. André Lebon presiding. The meeting was a long one lasting some three hours and a-half. It was called to pass modifications of the statutes relative to the company's operations, for certain modifications respecting the Council of Administration, and of the capital. The capital notably was reduced from 1,600,000 to 1,300,000 by the reduction of the paid-up value of the shares from 1500 to 1250. At the same time it was decided to increase the capital by the issue of 1,150,000 of preference shares of 1250 each. Before the vote was taken M. Lebon gave some account of the company, and replied to several criticisms. It was the habit to disparage French shipping companies in comparing them with foreign companies. If they turned to Germany, for example, they would see that during the last 10 years several navigation companies for two or three years gave no dividend, and others for six years had only distributed 3 per cent. In England more than one company only distributed 3 or 2½ per cent, or even no dividend. The great P. and O. Company is particularly to be compared to the Messageries Maritimes; but the P. and O. had a capital of 1,000,000 less than the Messageries Maritimes, whilst labour was cheaper than in France. "If commerce, the public, and the State," said M. Lebon, "gave in France to shipowners the means of cheaper exploitation, French companies would have the same prosperity as that of the English companies." The company has been reproached that it does not sufficiently renew its personnel, and that its staff was too old. M. Lebon strongly defended the personnel, and at the same time said the Council had decided to replace several old officials, and to diminish by one-quarter the fixed appointments of its agents abroad, whilst interesting them more in the developments of the business. The company had been accused of waste, but it was difficult to know what was waste, whilst considerable economies had been practised. What augmented expenses was port and canal dues, loading and discharging, price of coal, &c. Again, the company was accused of want of commercial spirit, but he reminded them that business had become very difficult during the last 25 years; it was necessary to-day to handle four times the quantity of goods than before to realise the same net receipts. At the same time competition existed as much in France as it did abroad. It had also been reproached against the company that they had continued their works at La Ciotat, which constituted it was said a heavy charge on the company. But, said M. Lebon, the Council had confided an expert inquiry into these works to two Creusot engineers. The report of these specialists had been quite favourable. The technical direction of the works was excellent, and the expenses had generally been reduced. Certain machinery required alterations which had long been foreseen by the Council. M. Lebon went on to say that there was one accidental and some permanent causes for their difficulties. The accidental cause was the result of increase of coal coming on their part of contracts of 1891-95 being based on the price of coal in 1893. They had even looked at liquid fuel, but at present this was an article of speculation, and no producer would engage himself for the forward price of the fuel. The company had asked the Government to modify the contracts of 1891-95, but a categorical refusal was given. It was

out of the question, of course, for the company to denounce its contracts without running grave dangers. Amongst the permanent causes was the delay of the State in paying its debts to companies, the Messageries Maritimes being often creditors for 15,000,000 to 16,000,000 for transport effected one and sometimes two years before. Then there were the considerable reductions to the State imposed for passage by its officials and transport of goods. From these considerations it resulted that navigation companies subsidised for speed used much coal, but were ill-equipped for commercial transportation. The new law for the merchant marine gave advantages to cargo ships over postal packets, and the company had decided to construct six or eight cargo boats, and to thus pass by the State. "It should be well understood," said M. Lebon, "that the State has need of us, not we who have need of the State. If the State wants our services it must pay for them." This forcible declaration was warmly applauded by the meeting. The rest of M. Lebon's remarks was directed to the increase of the capital, his statements again being applauded by the meeting, which in the result passed the necessary resolutions.

Amongst other changes made by the alteration of the Articles of Association it was decided the Council should receive fees of 165,000 and 2 per cent of the net profits after payment of all expenses, including writings-off and financial charges. It was also decided that the Council could not, without the sanction of a general meeting, create any hypothecary loan or issue obligations. —*L. & G. Express.*

EXPORT OF SILVER FROM LONDON.

Year.	To China.	To Straits.
1885	£649,400	£638,682
1886	539,393	594,286
1887	93,266	568,570
1888	318,121	661,627
1889	5,874	1,681,114
1890	3,947	912,666
1891	1,985	2,209,966
1892	147,880	3,826,739
1893	2,390,959	1,612,513
1894	1,728,771	1,233,446
1895	1,652,523	753,883
1896	740,283	327,136
1897	559,136	739,203
1898	764,750	405,105
1899	1,423,840	286,905
1900	2,669,884	619,554
1901	844,857	647,412
1902	162,503	492,120
Same date last year	592,212	402,821

HAWK TAKEN FAR AT SEA.—When 600 miles on the American side of Yokohama, on her trip to San Francisco, the *America* *Express* was visited by a large hawk, which, clutching a half-eaten bird in its talons, alighted on the foremast as though weary of its long flight. Second Mate K. Hashimoto clambered up the rigging to secure the handsome bird. Three times he approached it, only to see it leave its perch and soar away, still clutching its prey, but each time the hawk returned. Before it was finally captured the hawk gave battle to the plucky Japanese, using its curved beak to advantage in warding off the hands of the second mate, but he clung to the swaying masthead until the hawk could be taken. The bird occupies a place in the crew's quarters of the *America* *Express*, and on account of its attractive plumage and general bearing is greatly valued. A smaller hawk which alighted on the steamer in the China sea, 200 miles from land, is also a pet among the Japanese sailors.



SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair-dealing.

THE SINGER MANUFACTURING COMPANY,
GENERAL OFFICE FOR CHINA:
18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.
BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.
RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.
64, ELGIN ROAD, KOWLOON.

9702

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	Kobe and Yokohama	Tuesday, 2nd Dec., at Noon.
T. Murai	U.S.A., via Shanghai, Moji, Nagasaki, Kobe and Yokohama	Tuesday, 2nd Dec., at 4 P.M.
IYO MARU	Bombay, via Singapore and Colombo	Friday, 5th Dec., at Noon.
C. H. Butler	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday 13th Dec., at Daylight.
KAGOSHIMA MARU	Nagasaki, Kobe and Yokohama	Tuesday, 16th Dec., at Daylight.
K. Kori	U.S.A., via Shanghai, Moji, Kobe and Yokohama	Tuesday, 16th Dec., at 4 P.M.
KANAWA MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday, 27th Dec., at Daylight.
J. MacKenzie	Nagasaki, Kobe and Yokohama	Saturday, 27th Dec., at Noon.
TAMBA MARU	U.S.A., via Shanghai, Moji, Kobe and Yokohama	Saturday, 27th Dec., at Daylight.
J. W. Wale	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday, 27th Dec., at Daylight.
KINSHU MARU	Nagasaki, Kobe and Yokohama	Saturday, 27th Dec., at Noon.
F. L. Pyne	U.S.A., via Shanghai, Moji, Kobe and Yokohama	Saturday, 27th Dec., at Daylight.
SADO MARU	Marseilles, London & Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday, 27th Dec., at Daylight.
J. H. Macmillan	Nagasaki, Kobe and Yokohama	Saturday, 27th Dec., at Noon.
YAWATA MARU	U.S.A., via Shanghai, Moji, Kobe and Yokohama	Saturday, 27th Dec., at Daylight.

A. E. Hughes, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 15th Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th November, 1902.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from BOMBAY, on SATURDAY, the 6th December, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent, Hongkong, 22nd November, 1902.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Glenogle	G. E. Warner	3,750	Dec. 6
Tacoma	A. Dixon	2,811	Dec. 13
Tremont	"	9,666	Dec. 30
Victoria	J. Pantou	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th November, 1902. [174d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIMONSEN & CO., Agents.

Hongkong, 28th Nov., 1902. [25]

For Sale.

FOR SALE ONE BROADWOOD PIANO.

Apply at—ROOM No. 146, Hongkong Hotel, Hongkong, 7th August, 1902. [195d]

To be Let.

TO LET.

"THE RETREAT"—MOUNT KELLET. HOUSES at CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at BOWINGTON, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th November, 1902. [209c]

TO LET.

No. 4, KNUITSFORD TERRACE—Kowloon. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st November, 1902. [261d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [194d]

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to E. JONES HUGHES. Hongkong, 7th October, 1902. [1053d]

Intimations.

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OWING to the insufficiency of accommodation in the present building, and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS, Hongkong, 22nd November, 1902.

Intimations.



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A.—HENNESSY'S OLD PALE.		
RED CAPSULE	... \$20.00	\$1.50
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VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE		
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1st December, 1902.

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Hongkong, 8th July, 1902.

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Hongkong, 15th March, 1902.

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MAKERS, JEWELLERS, SILVER
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CELEBRATED OPERA GLASSES.

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NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

MARRIAGES.

On the 23rd Oct., at St. Peter's Church, Eastbourne, Major EDWARD MORESBY HASSARD, R.A.M.C., son of the late Major-General F. C. Hassard, C.B., R.E., to Amy Robinson, daughter of the late Alfred Munnay Robinson, Esq., Shanghai, and grand-daughter of the late Joseph Chilly.

October 27th, at Gretna, HERBERT, son of the late R. H. Bergman, of Shanghai, to Mable Allford.

DEATHS.

On the 22nd October, at Hawkhill, Leatherhead, CATHARINE ISABELLA, wife of Sir Ernest Edward Blake, K.C.M.G., and daughter of the late Alfred Blyth, Esq., of 38, Westbourne-terrace.

October 25th, at St. Leonards, EDWARD FITZGERALD GREAGH, late R.N., and Imperial Chinese Customs, aged 57.

October 28th, at Wetherden, Oakhill Road, Putney, NEIL JOHN MACFARLANE, aged 61.

At the General Hospital, Singapore, on the 20th ult., JOHN McHARTY, Superintendent Shipwright at the Keppel Harbour Section of the Tanjong Pagar Dock Company's Works. Aged 58 years.

On the 25th November, at the General Hospital, Shanghai, CHARLES CUNTZ, aged 38 years.

On the 26th November, at No. 36, North Soochow Road, Shanghai, CHARLES BOWICK QUELICH, aged 58 years.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 1, 1902.

LOCAL AND GENERAL.

YESTERDAY'S YACHTING ended in wins for *Dione* in the first class and for *Min* in the one-design class.

COMMUNICATION WITH THE NORTH:—The Hongkong-Foochow cable was repaired yesterday morning. Normal communication is now restored.

PERAK SUGAR:—The directors of the Perak Sugar Co., Ltd., have decided to pay a final dividend to shareholders of 7 per cent, making 12 per cent for the year.

SILVER DOLLARS:—The P. & O. Victoria leaving London on Oct. 16 brought £44,000 of silver dollars for Penang. The *Arandia* is bringing 50,000 sovereigns to Japan, twice that number, having been despatched the week previously.

SUNKEN WRECK:—A message from Cavite reports that a few days ago, the steam launch of the U. S. S. *Annapolis* ran into a sunken wreck near the Machine Dock and knocked a hole in her bottom and then sunk in about five feet of water.

RETURN OF VISITORS to the City Hall Library and Museum for the week ending 30th November, 1902:—

	Library	Museum
Non-Chinese	212	49
Chinese	77	2068
Total	289	2117

THE TAKU DOCKYARD:—The *Sen Iken* Pao gathers that during the occupation of the Dockyard by the Russians, all the movable properties have been taken away by them. It is reported now that the Russians will return the yard to the Chinese within a few days, and the Russian cruiser anchoring by will also leave soon.

THE TERRIBLE:—At Portsmouth, on 24th Oct., Captain Percy Scott paid off the celebrated cruiser *Terrible*, and the crew went on seven weeks' holiday, an extra week having been given them in consideration of their additional service. The commission which has now come to an end is the most eventful of any warship in modern days.

THE FALL IN SILVER:—The *Avenir du Tonkin*, in an article on the fall in the exchange value of the dollar, points out the effects it is having on Indo-China. Its conclusion is that the only way to make the real value of the dollar approach its nominal value is to withdraw from circulation in the colony all dollars of foreign origin (Mexican, British, &c.).

MARINERS BEWARE:—The harbour master at Chiofoo has issued a local notice to mariners that a wooden lighter of 100 tons' burden broke adrift from her tug on the night of the 20th ult., outside Port Arthur, and was somewhere in the Gulf between that port and Chefoo. Masters of vessels bound north were advised to keep a good look-out for this danger.

JELUBU MINING AND TRADING CO.—The directors' report and accounts for the past half year show that the mine was shut down at the end of May, and since then no work has been done save the realisation of stocks of ore, getting in advances, and upkeep of plant, &c. The accounts show a loss of \$21,135.49 for the half-year, bringing the balance at debit of Profit and Loss Account up to \$103,313.59. The Board now consists of Messrs. J. Graham, E. Nathan, and J. W. Van de Stadt. Mr. Graham retires by rotation and offers himself for re-election.

COTTAM & CO. FOR GENT'S BATHING GEAR.

MAJOR A. B. HAMILTON, D.A.G., chief staff officer, has returned from leave and resumed his duties.

TWO HONGKONG STEAMERS have lately arrived in Manila bringing fresh vegetables manifested as dried leaves, chestnuts, etc. The merchandise will be returned to Hongkong.

SOUTH AMERICAN ARBITRATION:—King Edward's award in the Argentina-Chile boundary dispute is a compromise. It gives Chile 54,000 square kilometres, and Argentina 40,000.—*N. C. D. N.*

STABBING:—Two Filipinos had a quarrel last night in a house at Elgin Street, which subsequently ended in one stabbing the other. The wounded man was sent to the Government Civil Hospital for treatment, where we are informed he lies in a critical condition.

THEATRE-GOERS, who make a point of taking their seats after the performance has commenced, should remember that they cause considerable annoyance to the audience and artists. In fact, they are almost as great a nuisance as those ignoramus who persist in jabbering in an audible tone throughout the entire play.

THE QUEEN'S BIRTHDAY:—At Copenhagen, fifty-eight years ago to-day Queen Alexandra was born. It was in honour of the anniversary of that important event that a royal salute was fired at noon to-day and vessels dressed ship. At Macao the Colonial Government tender *Stanley*, which conveyed the Government House party to the neighbouring colony on Saturday, was also dressed in honour of the occasion.

DEATH OF AN OLD RESIDENT:—It is with regret that we have to announce the death of Mr. Andrew Harvie, chief foreman moulder, of the Kowloon Docks. The deceased first came to Hongkong as far back as 1882, and was much respected. He was taken ill on Friday last, suffering from pneumonia, and expired at 3 a.m. to-day. He leaves a widow, but no children. Deceased was 60 years of age. The funeral, which took place this afternoon was largely attended, and included many of his most intimate friends. The people from the docks were very much in evidence and sent some very pretty wreaths.

BIG MERCANTILE STEAMER:—The Norddeutscher-Lloyd steamer *Grosser Kurfürst*, 13,180 tons, sailing from Southampton on Nov. 10, will be the largest mercantile steamer passing through the Suez Canal, and that a steamer of this tonnage can make the passage without difficulty is proof of the improvements which have of late been made in the canal both by dredging and widening. The biggest warships to pass through the canal were the great Japanese battleships *Amikaze*, *Shikishima*, *Asahi*, and *Atsuta*. The latter vessels, though not so long as the *Grosser Kurfürst*, are more difficult to navigate through the canal owing to their great breadth.

HONGKONG LAUNCH BUILDING:—The following appears in the *Manila Times* of the 28th ult.:—The Japanese mail steamer *Rohilla Maru* arrived from Hongkong on her first voyage in the regular Hongkong-Manila service in conjunction with the *Rosetta Maru*. The *Rohilla* carried on her forward deck, the prettiest little steam launch ever built. It is only 16 feet long and 5 feet wide and was constructed by the Hop Long Co. of Hongkong. Mr. Shuster was more than pleased with the little boat and Captain Wall is figuring in which vest pocket he will carry it. The launch will be carried on the Customs rolls as the *Skinner*, and will hang at the davits of the *Sulu*, the Revenue cutter known as the admiral's boat.

ASSISTANCE FOR SOUTHERN CHINA:—The Chinese Benevolent Society of Victoria (B.C.) has received cablegrams from South China asking for assistance for the famine-stricken people. The crop has failed in five largely populated districts as a result of a drought, which has lasted five months. The richer Chinese, taking advantage of the famine, have cornered the rice supply and have raised the price to 4 cents a pound. The Chinese Benevolent Society has, therefore, cabled to its over-sea branches asking for money, which will be used in the purchase of rice in Siam and the Straits Settlements for sale at a rate which the poor will be able to meet. About \$3000 have already been collected in Victoria, Nanaimo, Vancouver and New Westminster.

THE PUBLIC HEALTH BILL:—The Hongkong correspondent of the *N. C. D.* News writes:—The important and sweeping measure, after being amended at the instance, I believe, of the Governor in the direction of the recent criticisms passed upon it, has been published in the *Government Gazette* as so amended and will, it is believed, come on for second reading on Tuesday next. The amendments made, though going some distance in the direction of the landowners' wishes, do not extend far enough in the compensation clauses. It has therefore been decided to request the senior unofficial member of the Legislative Council to apply to the Government for a month's adjournment of the Bill, in order to enable them to be heard by counsel on the clauses to which they take objection.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 1st at 11.10 a.m.—The barometer has fallen over the E. coast of China and N.E. Japan, risen in Japan.
The depression has passed Eastwards into the Pacific to the N.E. of Japan.
Another depression seems to exist over N. China. Pressure is highest over S.W. Japan.
Gradients slight with moderate monsoon in the Formosa Channel and the N. part of the China Sea.
Forecast—light or moderate N.E. winds, fair.

COTTAM & CO. FOR TRESS'S STRAW HATS.

CRICKET.

SATURDAY'S MATCHES.

The Club versus Garrison match commenced about an hour late, on account of several players not being up to time and even when the play commenced, five substitutes had to be called. As usual the Club won the toss and Maitland and Garde were sent in first. Maitland was run out by Garde when he had made 18, and Moore took his place at the wickets. Garde was the next man out and afterwards Moore was caught by Simmons when within four of his "century." At 3.15 p.m. with 212 runs for four wickets Ward (captain of Club's team) declared the innings closed. The game resulted in a draw greatly in favour of the Club, the Garrison's total being 137 for nine wickets. Scores were as follows:—

H.K.C.C.	
R. B. Garde, R.N., b. Clark	30
F. Maitland, run out	18
G. Moore, R.N., c. Le Breton Simmons, b. Smith	96
Lt. M. C. Allenby, R.N., not out	68
W. C. D. Turner	
Lt. Toulmin, R.N.M.L.	
A. G. Ward (capt.)	
A. Mackenzie	
S. Powell	
Lt. Mahon, R.N.	
P. C. Lambie	

Extras	10
Total (innings declared)	212
THE GARRISON.	
Lt. Smith, R.A., lb.w., b. Lambie	11
Lt. Rimington, S.E., c. Ward, b. Mackenzie	21
Lt. Heath, 10th Bomb., run out	6
Capt. Fawcett, R.A., c. Garde, b. Toulmin	44
Capt. Radcliffe, R.E., b. Allenby	34
Lt. Hodgson, S.E., c. Garde, b. Allenby	0
Lt. Lloyd, R.A., b. Powell	13
Major S. F. Clark, R.A.M.C., not out	0
Col. Ferrier, A.D.C., c. Toulmin, b. Powell	0
Capt. Tulloch, R.A., not out	2
Extras	6

Total (nine wickets) 137
Major Le Breton Simmons, S.E., did not bat.
The Craignewers beat the Tamar on Happy Valley Ground by 56 runs. The scores were:—

H.M.S. "TAMAR"	
Lt. Stansbury, b. Brown	1
Buggin, c. R. C. Wicheil, b. Pestonji	14
E. Crabtree, b. Pestonji	1
S. A. Cooke, c. Stuart, b. Brown	0
C. A. Parker, b. Brown	7
Dr. W. L. Martin, b. Pestonji	0
Rev. E. H. Good, c. Lammer, b. Pestonji	1
Lt. A. C. Butt, c. Lammer, b. Brown	0
Sirec, c. Herion, b. Brown	0
Pope, c. Bana, b. Brown	3
Sergt. Carter, not out	0
Extras	4

Total	31
CR AIGENOWER CRICKET CLUB.	
J. P. Jordan, c. Parker, b. Butt	4
M. E. Asger, c. Stansbury, b. Butt	0
A. O. Brown, b. Butt	0
L. E. Lammer, run out	5
R. Bana, c. Butt, b. Good	2
L. A. Rose, not out	49
J. L. Stuart, c. Stansbury, b. Cooke	10
E. P. Herion, c. Stansbury, b. Cooke	8
R. Pestonji, b. Cooke	4
R. C. Wicheil, b. Cooke	1
J. Wicheil, Good	0
Extras	4

Total 87
Teams representing Queen's College and Y. M. C. A. met in a friendly contest at the Happy Valley on Saturday afternoon when the former came out victorious. Appended are the scores:—

Y. M. C. A.	
F. Mow Fung c. H. K. Leung, b. S. Kwong	0
Ko Po-sham b. c. Alaraka	4
Tsoi Chan-fan (capt.) c. H. K. Leung, b. S. Kwong	1
L. A. Chanson c. Loureiro, b. Alaraka	0
A. S. Wong b. S. Kwong	0
B. C. Wong b. S. Kwong	0
Rev. J. Southam c. Loureiro, b. H. K. Leung	14
G. Denning run out	1
C. H. Lee b. Alaraka	0
J. M. Wong not out	1
Ho Ko Tsua b. H. K. Leung	0
Extras	11

Total	32
QUEEN'S COLLEGE.	
U. Alaraka b. B. Wong	13
Shi Shin Kwong c. Southam, b. T. C. Fan	11
F. Mow Fung b. Wong	14
H. E. Sayet c. Wong, b. B. Wong	0
Hung Kwok-leung (Capt.) c. H. Wong, b. T. C. Fan	2
F. Loureiro c. B. Wong, b. T. C. Fan	10
E. Burjet, c. A. Wong	4
Lam K. Ming c. A. Wong, b. T. C. Fan	0
Tsoi Po Min b. c. T. C. Fan	0
C. V. Curreen not out	3
H. Burjet c. B. Wong, b. T. C. Fan	0
Extras	11

Total 68

ARMY NOTES.

GRATUITIES TO THE FORCES.

The Secretary to the Admiralty has informed Mr. Reginald Lucas that a gratuity will be granted to the naval and marine forces engaged in the operations in North China and in the Yangtze Valley from June, 1900, to December 31, 1900, similar to that awarded to His Majesty's land forces. The Army unit of Rs. 24 a share will be adopted and the gratuity paid, as in the case of the troops, to all employed, irrespective of the nature of the services rendered by them, subject only to the proviso that no person shall receive the gratuity in addition to the Peking prize money unless his share of the prize money be less than his share of the gratuity, in which case the difference between the two accounts will be paid to him. It is expected that the distribution of the gratuity will commence about the beginning of November.

COTTAM & CO. FOR WASHING BOW TIES.

NAVAL NOTES.

H.M. first class battleship *Albatross* and H.M. first class cruiser *Blenheim* left for Singapore yesterday. H.M. surveying vessel *Waterwitch* arrived from Mirs Bay on Saturday. She has been surveying Crated Harbour and Mirs Bay since 5th November.

FOOTBALL.

SATURDAY'S MATCHES.

The Rugby match played at Happy Valley between the Hongkong Football Club and the Navy resulted in a draw, each side scoring one try. Best play for the Club was by Pearce, who scored the try. Wolfe and Hallifax. On the Navy side, Pilegle scored the try, the forwards played a good game.

The Victoria Recreation Club versus H.M.S. *Argonaut* proved a very fast game, between well organized teams. Two substitutes were called upon for the V.R.C. side. The *Argonauts* won by 1-0.

TO-DAY.

As we go to press a match is proceeding between the Hongkong Football Club's "A" team and the officers of H.M.S. *Argonaut*. The Club's team is:—Goal, Craik; backs, Hay and W. Foster; half-backs, Bosustow, Hicking, and Bell; forwards, Austin, Libeard, Bennett, Sayer, and Henderson.

We are requested to remind intending competitors that Monday next, 8th December, is the last day for entries to the Hongkong Football Challenge Shield Competition. Rules and all information can be obtained by addressing the Hon. Secretary, Hongkong Football Competition.

"MAGDA."

BY JANET WALDORF COMPANY.

Magda attracted a packed house at the Theatre on Saturday, when the Janet Waldorf Company gave an excellent interpretation of the celebrated drama. Standing room only was available, and the frequent applause testified to the appreciation with which the audience viewed the play. *Magda* is a production teeming with passion and dramatic feeling, and in the conception of the conflict between the natures of a father and daughter in which is portrayed indomitable pride of will on both sides. *Magda*, a girl full of life and vivacity, rebels against the routine of daily sanctimonious existence, and this, combined with a high strung and prideful nature, leads her to forsake the parental roof. From the moment that she quits her father *Colonel Schwartz*, a retired officer on half pay, closes both his heart and door against his erring daughter whose very name henceforth is a forbidden word. A period of twelve years passes. *Magda* is entirely forgotten. Meanwhile she acquires fame with her beautiful voice, and when at length she again visits the old house the family welcome her but after a short lapse of time she desires to renew her acquaintance with the outside world. She remains against her will, and is destined to meet a certain high State official, known as *Von Keller*. *Magda* recognises in him the man who has betrayed and deserted her. In a stormy scene, she denounces him, the father of her child, as a traitor, liar, and a coward, and glories in her achievement over the cruel manner in which he left her. At this juncture her father makes his appearance, and *Von Keller* evades the searching questions of the old man and takes his departure. *Schwartz*, not to be baffled, seeks his daughter *Magda*, and in a stern manner inquires into her past. Her answers are sharp and to the point, and she confesses to her relationship with *Von Keller*. This announcement nearly breaks the old man's heart, and forthwith he seeks to shoot *Magda's* betrayer. *Von Keller*, however, appears on the scene, and offers the only remedy left, he will marry *Magda*. To this the old man assents, and the two are left together. Then comes the most powerful part of the plot. *Magda*, with womanly pride and maternal feeling, refuses to marry *Von Keller* unless he acknowledges their child. To this he will not consent, and with withering scorn and defiant contempt, she spurns her betrayer, and as a parting shot says "I am what I am, and I can be no other; I will remain true to myself." When this is imparted to the old man, he locks himself and his daughter in a room, and compels *Magda* to marry *Von Keller* and threatens that neither will leave the room, unless she consents. *Magda*, to save herself from such a hateful match, and especially to the man she loathes, as a last resource, confesses that *Von Keller* was not the only man with whom she had sinned. In a paroxysm of rage *Schwartz* lifts the pistol to shoot her, but is suddenly struck down with a stroke of apoplexy—and as suddenly, the curtain is rung down.

It would be superfluous to pass comment on the interpretation of the parts by the artists. In this, as in preceding plays, they carried out their duties in a manner reflecting the highest credit upon themselves and upon the Company. The box plan for *Twelfth Night* will be open at Robinson's on Tuesday.

ALLEGED MANSLAUGHTER.

A DETECTIVE IN TROUBLE.

Cheong On, a Chinese detective, recently made his appearance at Shaikwan to institute inquiries regarding an armed robbery case. Whilst in the execution of his duty, he arrested Cheong Chi on suspicion. The alleged prisoner was afterwards taken ill, and was sent to the Government Civil Hospital for treatment. Apparently he was too far gone but before he expired he made a statement that he had been assaulted by the man who arrested him. We learn that the deceased died from rupture of the spleen. An inquiry will be held into the matter.

COTTAM & CO. FOR SUMMER UNDERWEAR.

HONGKONG'S MODEL GAOL.

DISCOURAGES BEACHCOMBERS.

According to Mr. J. G. McDonnell, of the Manila Municipal Board, who has been investigating the methods pursued by the British government in regulating the affairs of Hongkong, the gaol is a most model institution. Gaol life in Hongkong, he said, is a much more serious proposition than it is in the Philippine Islands. The prisoners there get fewer privileges and do not so great a variety of food and have to work very much harder. They have had a number of Americans to deal with who have been stranded in Hongkong, but the system of hard labour in vogue there is causing Hongkong to be looked upon as a plague spot by vagrants and beach combers. A number of American beach combers and bad men in general have been driven out of Manila and have gone to Hongkong, but two or three weeks of the prison fare and life there have usually proved sufficient for them. Rigid discipline and severe but just management seem to characterize the British gaol at Hongkong. They employ Indian and British gaolers. The institution is built right into the side of the hill after the manner of Hongkong buildings and is as neat as a pin, orderly and well kept to the last degree. In the course of an interview Mr. McDonnell said:—

I went through the system from the time a prisoner is arrested and brought into court until he is acquitted or sentenced or pardoned, or in the case of high crimes, is finally executed. Hanging is the method employed in execution. There are but two classes of prisoners, Asiatics and Europeans. The system of convict labour has been tried there, but it was not successful, owing to the peculiar geographical situation of the city and the difficulties of transportation.

THE LATE MR. J. M'ANDREW.

REQUESTS.

Mr. James M'Andrew, of Belmont, Mill-hill, and formerly of Hongkong, Chairman of the National Bank of New Zealand, and the 1st China Steam Navigation Company, who died on July 6, aged 76 years, and whose estate has been valued at £132,663, gross, including personality of the net value of £118,722

TELEGRAMS.

(Rutgers)

Somaliland.

LONDON, November 28th.

The Indian Mounted Infantry contingent for Somaliland, which arrived at Aden yesterday, proceeded immediately for Berbera.

Venezuela.

The United States Government is fully informed on the subject of the Anglo-German action in regard to Venezuela.

Leprosy.

Mr. Jonathan Hutchinson, M.D., who is about to proceed to India and Ceylon in connection with leprosy research, read a paper at a meeting under the auspices of the Prince of Wales' Leprosy Fund, expounding his theory that the disease is due to badly cured fish. Sir Joseph Fayrer and others eulogised the paper, but dissented from the conclusions drawn.

LATER.

The Strike at Marseilles.

It is feared that a continuance of the strike at Marseilles will imperil the imperial existence of the place as a port, and endanger the French fleet in the Mediterranean.

Lord Kitchener at Bombay.

General Lord Kitchener has arrived at Bombay where he met with a most cordial reception. He goes on to Agra to-night.

Mr. Chamberlain's Tour.

H. M. S. *Good Hope*, with Mr. Chamberlain on board, has passed Gibraltar.

The Strikes in France.

November 29th.

The French liners at Marseilles are being laid off owing to the strikes, and English liners are taking on their mails and passengers.

The miners in the Loire district have resumed work.

English Mission to Persia.

His Majesty King Edward is sending a special mission to Teheran to bestow upon the Shah the order of the Garter conferred upon him during his recent visit to England.

The Australian Coasting Trade.

Mr. Hon. Edmund Barton, premier of Australia, has announced the introduction of a bill requiring vessels engaging in the coastal trade of Australia to pay the local rates of wages, and excluding therefrom the vessels of nations prohibiting British trading between their ports.

LATER.

Russia and the Sugar Convention.

The Russian Government presented a Note to Great Britain in September last, declaring that if the latter persisted in her resolve to enforce retaliatory duties against Russian sugar under the penal clause of the Sugar Convention, it would be an infringement of the commercial treaty between the two countries, and Russia suggests that a reference of the matter be made to the Hague Arbitration tribunal.

MACAO NOTES.

(From Our Own Correspondent.)

MACAO, 1st December.

Admiral Payle and his A.D.C., Lieutenant de Salins, paid a visit to Macao on the 27th ult. and, after a stay of two days, left for Canton on board the gunboat *Argus*. During his visit Admiral Payle was entertained by H. E. the Acting Governor to dinner, on Friday. On the previous day the Consul for France (Mr. A. J. Basio) and the Captain of the *Argus* were the guests of Admiral Payle at the Hotel Internacional where H. E. stayed during his brief sojourn in this city.

On Saturday evening another party of distinguished visitors landed on our shores. The Colonial Government tender *Stanley* brought His Excellency Sir Henry and Lady Blake and Miss Blake from Hongkong. Capt. the Hon. Atholstoun, A.D.C. to His Excellency, is also one of the party. Sir Henry is putting up at the Boa Vista Hotel and will not return to Hongkong before Tuesday.

WARREN'S CIRCUS.

is here for a short period and is helping to impart some liveliness into this otherwise dull city. It is not often that a company of entertainers pay us a visit and when they do the reception invariably accorded them is a hearty one. At their performance on Saturday evening the Acting Governor of Macao and Sir Henry Blake, Governor of Hongkong, and Lady and Miss Blake were present. The "show" was to have returned to Hongkong en route for Hanoi to-day, but owing to the departure of the Marty steamer to the Paris of the East being postponed, the management has decided to prolong their stay until Thursday next.

INLAND WATERS NAVIGATION.

On information imparted to the President of the Senate by the Portuguese Special Envoy to China, during his recent stay at Macao, Mr. A. J. Basio and his colleagues in the Municipality have despatched a long memorial to Lisbon praying that immediate effect might be given to the concessions granted by the Chinese Government for the navigation of the West River with liberty to Portuguese vessels to call at all the riverine ports. Many useful suggestions are made in the memorial in order to secure the promotion of the trade interests of this port, but whether they will be taken up

or a deal can be turned to them, as it has often been turned to the advice of the municipal body of Macao, remains to be seen.

ANOTHER PROPERTY SALE.

has to be recorded during the week. One of the largest buildings in Macao on the Cathedral Square was put up to public auction by the Estate of the late Mrs. Baptista Gomes. The property was knocked down to Mr. Luc Au, for the sum of \$18,000. The assignment fees amount to eighteen hundred dollars, or 10% of the purchase price—an excessively heavy amount.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 27th November.

PROFESSOR DAVIS.

It is not often that we get professional entertainers in Canton, but recently we had an opportunity of spending the evening with Professor Davis and witnessing some of his 'fantastiques'. His 'spiritualistic seance', in which Mr. Davis, after being tied up in a sack and then tied to a chair by two local magistrates, the knots sealed &c., produces spirits and is then seen himself quite free from bandage and yet afterwards found in the cabin inside the sack and the knots and seals perfectly intact, is really very marvellous.

A BARGE.

The *Lavque Orske*, Captain Sodermann, arrived in Whampoa the other day. This is the first sailing ship to come up the river for many years. She was towed by the steam launch *Yat Sam*.

29th November.

PASSENGERS BEWARE.

For a long time past the old trick of substituting passengers' boxes for ones containing bricks and all sorts of rubbish has caused the authorities a great deal of trouble and last month there were more than the usual number of complaints. A common procedure is for one man to accost a passenger in the rôle of a Customs' Chinese officer and commence searching him, while an accomplice substitutes the passenger's box for one containing bricks or rubbish of no value. On Saturday morning when the *Honam* was at her wharf a thief went up to a passenger and commenced searching him. Fortunately he turned round and saw another man attempting to do the exchange with his box. He immediately took hold of the first thief and held on to him until an European Customs' officer arrived when he was handed over to the yamen police. Impersonating a Customs' official is a very serious offence and the prisoner is very unlikely to see China New Year.

KWANG-SI TROUBLE.

CANTON, 28th November.

A BIG CAPTURE.

For a long time the Imperial Authorities have had information that arms in great quantities are being carried to the rebels, who are anticipating another attempt at a big move, but up to a few days ago the officials had been unsuccessful in tracing the source of the supply. The captain of a guard boat at Mung Kong observing a large passenger boat flying a Mandarin's flag boarded her, when one of the crew in flight jumped overboard. This aroused his suspicions and on searching the boat, after hindering the crew, he found over 200 Mauser rifles and a quantity of cartridges and ammunition. The chief of the crew or gang is a well-known robber, only 20 years of age. Seeing that there was no escape he gave up the game and handed the guard captain a letter he was carrying addressed to a man at Nanning who has given a great deal of trouble in and about that district.

In his examination before the Mandarin, in the hope of getting released from at least some of his deserved punishment he confessed that his gang were more than 400 strong and that he was in the pay of this troublesome man. He also stated that he has three other letters calling for 400 men to help in a move to be taken about the commencement of the 11th moon. He said the rifles were purchased in Kwangtung, and that in the 7th moon he was given money to purchase 500 rifles and ammunition. He had obtained all the rifles, but not all the cartridges. In his confession he further stated that at Tung Ping there was a headquarters of about 300 men all having blunderbuss and in all about 500 guns of all sorts. All these rifles were to be ready on the 16th of 10th moon to go to Kwei Ping to strike at Chum Chow, Kwangsi, and afterwards to proceed to Pingham city, but they were unable to get through and this capture would frustrate their plans for a time. Headquarters, however, would be aware of capture before soldiers could get to the spot.

THE TONGSHAN MINING AFFAIR.

(From Our Own Correspondent.)

TIENTSIN, Nov. 18th.

After about a week of things being particularly dull and quite we have been started by stirring reports from Tongshan. At present it is difficult to ascertain actual facts as the reports are so numerous and so diverse, but I will give you actual facts first. On Saturday and Sunday the Chinese dragon flag was seen by a personal friend of mine who went to Tongshan for the Gynkhana, floating over the Chinese Engineering and Mining Co.'s premises (which is a British Company) while the Union Jack, a small and rather tattered flag, was half way down the mast below it. The ostensible reason for the flag being hoisted was of course the Empress Dowager's birthday, but it is not clear why the Chinese shareholders should have insisted upon hoisting the dragon over British property, and there is probably some other reason underlying the occurrence. Now for the reports. There

is some talk about a new shaft having been broached which was outside the Company's area, and work could accordingly be commenced only under the Chinese flag. Belgian employees of the company who have not signalled themselves by a conciliatory attitude towards the Chinese, but rather the contrary, quite probably, as stated objected to this and started the friction. One of the local papers has some very tall statements dragging in the names of the commissioner and others, but its remarks have fortunately perhaps for the editor not been taken very seriously and no harm is presumably done. A tragic sequel to yesterday's bunders comes in a telegram first to hand from Tongshan announcing that several Chinese and an European have been smothered in the north west shaft of the mine, the European being Mr. Baxter who is stated to have lost his life in trying to rescue the men. It is stated the Chinese went to work in a portion of the shaft where they had been warned not to go; but no particulars are yet to hand. Though Tongshan is so close news filters through very slowly in reliable form. Bunders travel fast.

THE FLAG INCIDENT.

A definite step, remarks the *China Times*, has been taken at Tongshan at the instance of H. E. Chang Yung-mo, with the support of Mr. Dettling and the advice of Mr. Kingsley, late agent of the old company at Shanghai, who has come from England at Mr. Chang Yen-mao's request and has been staying for some days at the Astor House Hotel, Tientsin.

On Sunday, 9th November, on the occasion of the Empress Dowager's birthday, the Chinese flag was hoisted at the masthead at No. 1 shaft. A British flag flew there at one time, but had worn to ribbons and no longer existed. No. 1 shaft is the original location of the working of the colliery. At the new head gear a British flag is still flying. The hoisting of the Chinese flag at the principal point was at first taken to be simply a compliment to the Chinese monarchy, on her birthday. On Monday, however, it was not hauled down. On Tuesday Mr. Wynne, the agent and general manager, paid a hasty trip to Tongshan and requested that the flag be taken down. The Chinese declined. Mr. Wynne stated that he was the manager for the company and the flag was there without his authority. The Chinese replied that Mr. Wynne had no authority over their property. Mr. Wynne said that the property was that of the Chinese Engineering and Mining Company, Ltd., by virtue of their purchase. The Chinese replied that the purchase had never been made, as they had never received payment. Mr. Wynne said that they had been paid in the present company's scrip. The Chinese replied that they did not desire scrip, and did not regard it as purchase money. Mr. Wynne returned to Tientsin on Thursday. The dragon flag was still flying.

Yesterday morning Mr. Mamet, the Belgian manager of the mines, arrived at the shaft with an assistant and a Belgian flag. He ordered his assistant to take down the dragon and hoist the Belgian colours. A Chinese military officer wearing the blue button and accompanied by 50 soldiers carrying fixed bayonets now intervened. They informed Mr. Mamet that if he attempted to interfere with the Chinese flag he would be responsible for the consequences. Mr. Mamet drew a revolver, put it back into its place, and withdrew from the scene, taking the Belgian tricolour with him. The dragon flag was still flying.

M. Mamet telegraphed to Tientsin yesterday for 200 men. It is difficult to know what men he will get, as the mining company does not keep a standing army and the Belgians have no troops here.

The Chinese flag has been hoisted in virtue of the articles of transfer, which set forth that the company is an Anglo-Chinese company registered under British law.

THE DRAGON FLAG IS STILL FLYING.

SAFEGUARDING INTERESTS.

Writing to the *China Times* on the 19th ult. Mr. C. von Hanneken says:—I have read the article in the *China Times* of this morning under the heading of "The Incident of the Flag." As Chairman of the Committee appointed by the Mining Company Shareholders in Tientsin to safeguard their interest I would inform you on the best possible authority that there is not the slightest intention or desire on the part of Chang Yi to annul the contract, so long as the conditions of it are honourably observed from the foreign side. The ignoring of these conditions is the *raison d'être* of the present unsatisfactory condition of affairs.

The life of the company depends on the honourable fulfilment of these conditions, and for this reason it is in the interest of the shareholders to join interest with the Chinese in compelling their observance.

The company has a registered capital of £1,000,000. Of this £175,000 represents old Chinese Scrip.

The focus of discontent is as regards what has been done with the huge balance of £825,000. We cannot be worse off than we are, and how an endeavour to have these £825,000 properly accounted for can injure the shareholders I fail to see.

We have strong grounds for the opinion that an account of the disposal of this £825,000 satisfactory to the shareholders, can be insisted upon, and that we have grounds of remedy if the explanation is not satisfactory.

I am aware that an impression is being disseminated that we are in danger of being made misapprehensions. That is totally untrue.

Many other rumours have been put abroad by interested parties calculated to throw discredit on some connected with the transaction. It is not long to wait till the meeting of 28th inst. when the full facts will be put before the shareholders, who will then be in a position to judge for themselves. One fact will be

noticed with interest. The possibility of upsetting the contract is by implication admitted. Is it conceivable that a company with nothing to fear would contemplate such a contingency? A British Company with right on its side can afford to smile at such a contingency. Why the evident concern in the present case?

It is to be hoped that a body of trusted men will be elected at the meeting with authority to get to the bottom of this entire business and take steps to remedy it if wrong has been done. This is the wish of the Chinese shareholders and if I mistake not of the foreign shareholders in China also.

I have made enquiry in authoritative quarters into the flag incident. I find that Mr. Yang both as regards the flag and his proclamation has acted on impulse and that his action has not the sanction of Chang Yi or anyone else.

Everyone knows the Chinese have a very large interest in the mines and they have been accustomed to display their loyalty in bunting on festivals, a plesantry which hurt nobody; without consulting Yang this flag was either taken or an attempt was made to do so. Relations being somewhat strained at this Mr. Yang flew off at a tangent and his proclamation is a Chinese method by which he thought to satisfy his dignity.

Flag or no flag, what is right and just will be the basis of adjusting differences.

It is presumably known that the system of administration was designed more or less on that of the foreign Customs, i.e. foreign accounting and method with joint representation of Chinese and foreign interests, which in this matter are anything but antagonistic if the terms of the transfer are loyally followed.

There is a slight slip in your article in saying that a British Board and a British general manager have a decisive voice in the management of the company. This company is managed and controlled in Brussels. It is British only in name. It suits the purpose of the moment for obvious reasons that a British manager should be sent out.

Finally, I would advise shareholders in China, who, speaking generally, are the section of the shareholders who have paid good money for their shares, not to be led off the track by any red herring at this stage, but to keep steadily in view the tracking of the £825,000 shares and act unitedly to this end. They can get any assurance they want that there is no intention to go back on them.

TELEGRAPH RATES TO HONGKONG.

In the House of Commons on the 28th October, Sir Edward Sassoon asked the Postmaster-General whether he was aware that cable rates from Hongkong to England, via the Great Northern line, are practically double those charged from Hongkong to Russia; and whether he would remonstrate with the company, which enjoys a monopoly of landing rights in British territory, with the view of bringing about an abrogation of this discrimination between British and Russian merchants and bankers.

Mr. Austen Chamberlain: I am aware of the difference in charge to which my hon. friend calls attention. It is in accordance with a well-established principle of the Telegraph Convention that adjoining countries like Russia and China, or China and British India, may make arrangements between themselves for lower rates than those which are generally applicable; and Hongkong, as forming, geographically, part of China, has been brought within the terms of the special agreements regulating telegraphic rates between China and Russia on the one hand, and China and British India on the other. These and other charges have been under the consideration of the Colonial Office and Post Office, and I hope that it may be possible to reduce the rate between this country and Hongkong. I ought to add that the Great Northern Company does not possess a monopoly of landing rights in any British territory.

On the 31st October, Sir E. Sassoon asked the Postmaster-General whether he could instruct the Government of Hongkong to make it publicly known that landing rights will forthwith be granted to any individual or company seeking for them in Hongkong and its dependencies, under reasonable conditions for purposes of laying cables.

Mr. Austen Chamberlain: The instruction suggested by the hon. member cannot be given to the Governor of Hongkong, in view of the terms of an agreement made in 1893 with the Eastern Extension Telegraph Company. The full text of the article of the agreement which gives a preferential right to the company was given by me in answer to a question in the House on May 8, 1899, to which I would refer the hon. member.

Commenting on the subject, the *London and China Express* remarks:—

Sir Edward Sassoon's question to the Postmaster-General respecting the cost of telegrams between Hongkong and London, which may well be taken to include the whole of China also, is one that comes home very closely to every merchant. Mr. Austen Chamberlain hoped that it would be possible to get the rate reduced from Hongkong before long. We believe that negotiations have been going on for some time with this end, but the result of these is not likely to be made known until the next International Telegraph Conference to be held in May next year. This is as far as the rates are concerned and the Eastern route, but what was evidently behind Sir Edward's question was the desire that messages could be sent via Russia at about proportionate rates that prevail for that country. These rates are only about one-half of what the rate is to Great Britain. There is fortunately some ground for hoping that at the next Conference a reduction in rates for all parts in the Far East will be arrived at.

OPIMUM QUOTATIONS.

Hongkong, 1st December.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	@ \$1,000/1,040
" OLD	@ 1,000/1,100
PATNA NEW	@ 985
" OLD	@ 1,015
BENARES NEW	@ 982
PERSIAN (PAPER)	@ 750/800

To-day's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-NIGHT, the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st December, 1902. [1280d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 3rd December, 1902, at 11 A.M., at their

SALES ROOMS, No. 20, Des Voeux Road, SUNDRY HOUSEHOLD FURNITURE,

Comprising:—
TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS and WARDROBES with FLEVELED GLASS, SIDEBORD, DINING TABLE, CHAIRS, CROCKERY and GLASSWARE, PICTURES, ROCHSTER LAMPS, SINGLE and DOUBLE IRON BEDSTEADS, IRON COTS, TRAVELLING BAGS, E.P. WARE &c. &c.

TERMS:—As Usual. Catalogues will be issued.

HUGHES & HOUGH, Auctioneers. Hongkong, 1st December, 1902. [1307d]

HONGKONG HOTEL COMPANY, LIMITED.

WITH a view to avoid the frequent revision of prices necessitated by the continued fall in exchange the Hotel Company's charges will, from the 1st January, 1903, be quoted in sterling.

Dollars will be accepted at the demand rate of exchange of the day on which payment becomes due.

H. HAYNES, Manager, Hongkong Hotel. Hongkong, 1st December, 1902. [1309d]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Memphis*, and from Bordeaux, ex s.s. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., on the 30th November, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 6th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th instant, or they will not be recognised.

All damaged packages will be examined on SATURDAY, the 6th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 1st December, 1902. [1004c]

To-day's Advertisements.

THEATRE ROYAL.

Lecturer and Manager Mr. W. REULE.
Representative ARTHUR SEYMOUR.

EVERY EVENING.
JANET WALDORF COMPANY.

ANOTHER BRILLIANT SUCCESS.
Achieved in the Artistic Production of Sudermann's Great Emotional Drama.

"MAGDA." "MAGDA."
In which a Series of Situations positively held the Audience in Wonderment and Admiration.

MISS JANET WALDORF.
"Miss Waldorf's appearance in the rôle of Magda was the most striking she has yet made in Hongkong. She looked the part to perfection and the manner was excellent in which she depicted the passionate, self-willed woman."

"In her impassioned scenes with Von Keller, she rose to a height of emotional acting which carried the house away."
Hongkong Daily Press, Dec. 1, 02.

TO-NIGHT AND TO-MORROW, will be repeated this Story of Passion and Tragedy.
WEDNESDAY EVENING, "TWELFTH NIGHT."

Tariff and all other Arrangements as usual.
Hongkong, 1st December, 1902. [1306d]

THE STEAM LAUNDRY COMPANY, LIMITED.

WORKS:—Causeway Bay (adjoining Kennedy's Stables).
TOWN DEPOT:—2, Beaconsfield Arcade (Alleyway).

ALL work is done under European supervision, and the objectionable practices, common to Chinese laundries, of damping from the mouth and sleeping on the clothes are not permitted. Collecting and delivery at private residences. Gentlemen's washing, \$8 per month. Special terms to families on application to—
F. G. ALLEN, Manager. Hongkong, 1st December, 1902. [1308d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 5th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 1st December, 1902. [1310d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship.

"BINGO MARU," having arrived from the above Ports, consignees of general cargo are hereby informed that their

Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where, each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 9th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 12th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA. Hongkong, 1st December, 1902. [1311d]

BUCHANAN BLEND
SCOTCH WHISKY



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to

H. M. THE KING
and
HRH. THE PRINCE OF WALES

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LANE, CRAWFORD & CO.
HONGKONG

COTTAM & CO. FOR SUN HATS.

ASAHI JAPANESE BEER—
A. G. GINAI.

ASAHI JAPANESE BEER—
A. G. GINAI.

Shipping—Steamers.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
DIAMANTE	1,200	H. Nolley	MANILA VIA AMOY	2nd Dec., at Noon.
RUH	1,200	W. Almond	MANILA (DIRECT)	3rd Dec., at Noon.
ZAFIRO	1,200	R. Rodger	Do.	10th Dec., at Noon.
PERLA	1,200	J. McGinty	Do.	10th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 1st December, 1902. [1208d]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	2nd December.
NINGPO	"TIENTSIN"	3rd "
SHANGHAI	"SZECHUEN"	3rd "
SHANGHAI	"WIAKPOA"	6th "
SHANGHAI	"PAKHUI"	8th "
Kobe and Yokohama	"CHINGTU"	4th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	5th "
AMOY, SAMARANG and SOERABAYA.	"KWEIYANG"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. † Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG FOR MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRA-BA"	5,197	M. P. Craven	Dec. 14, 1902.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRA-UNA"	4,899	A. E. Hollingsworth	Jan. 14, 1903.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR FOOCHOW	"ANING MARU"	J. Goto	WEDNESDAY, 3rd December.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th December.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 14th December.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 1st December, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA"	leaves on 5th Dec.
"CHINGTU"	" 29th Dec.
"TAIYUAN"	" 20th Jan.
"TSINAN"	" 20th Jan.

Superior accommodation amidships—Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"ORONO"	About 10th Dec.
"CROYDON"	" 20th Dec. 1902.

"MOGUL"	3rd Jan.
"HINDUSTAN"	15th Jan.
"MADRAS"	To follow.
"SHIMOSA"	To follow.

For Freight and further Information, apply to

DODWELL & CO., LIMITED.

Hongkong, 22nd November, 1902. [1390d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOH"

Captain Wallace, will be despatched as above on WEDNESDAY, the 10th December.

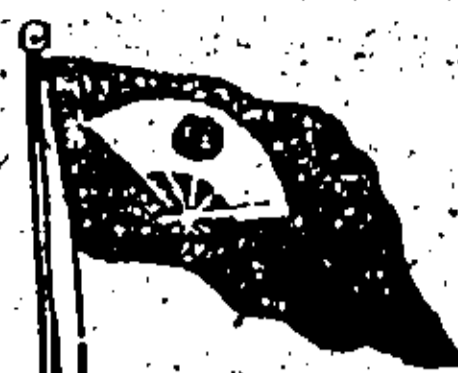
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th November, 1902. [1187d]

Shipping.

STEAMERS.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons, Captain N. Tate, will be despatched hence for MANILA, TO-MORROW, the 2nd December, at Noon.

To be followed by

"ROHILLA MARU"

on or about 8th December. Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street.

Hongkong, 1st December, 1902. [1208d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo on through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA"

Captain Cohol, will be despatched as above on THURSDAY, the 18th December, P.M. This steamer has capital accommodation for passengers. Electric light and carries a doctor. For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th November, 1902. [1197d]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E., Manager.

Hongkong, 14th October, 1902. [20]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1903. [15]

Intimations.

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPE & Co.)

Jewellery and Silks, Pearls and Jade-stone Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters. An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [50rd]



SANG MOW.

DEALER IN

Rattan Furniture, Bamboo

Blinds and Matting of

All Colours.

No. 45, Queen's Road, Central.

Orders Executed Promptly.

H'kong, 12th May, 1902. [145d]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or OLD ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when an effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)	
One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar. Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES, PAMPHLETS, CARDS, CIRCULARS, EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

EXCHANGE.

Hongkong, 1st December.	
IN LONDON, Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Credits, 4 months' sight	1/10 1/2
D'cents, 4 months' sight	1/10 1/2
IN BERLIN, (Demand)	M. 1.58
Bank Bills, on demand	1.94
Credits, 4 months' sight	1.98
IN NEW YORK, Bank Bills, on demand	37 1/2
Credits, 30 days' sight	38 1/2
IN HONGKONG, Telegraphic Transfer	115 1/2
On demand	115 1/2
IN HANGHAI, Telegraphic Transfer	7 1/2
Private 30 days' sight	nom.
IN YOKOHAMA, T.T.	33 1/2 prem.
Foreigners, Bank's Buying Rate	\$12.88
Gold Leaf 100 touch, per tael	66.10
Bar Silver	24 1/16

Shipping.

Arrivals.

SYDNEY, French steamer, 4,237, Negre, 29th Nov.—Yokohama 20th Nov. Mails and General.—Messageries Maritimes.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 29th Nov.—Manila 27th Nov. General.—Mitsui Bussan Kaisha.

KWANGLEE, Chinese steamer, 1,505, R. Lincoln, 29th Nov.—Shanghai 23rd Nov. General.—C. M. S. N. Co.

WATERWITCH, British surveying-ship, 620, Lt. Comdr E. C. Hardy, R.N., 29th Nov.—Mitsui Bussan Kaisha.

TOKIN, French steamer, 2,327, R. Schmitz, 30th Nov.—Marseilles 26th Oct., and Saigon 27th Nov. Mails and General.—Messageries Maritimes.

DORIS, Norwegian steamer, 965, K. Jacobsen, 30th Nov.—Cheloo 24th Nov. Beans.—Chinese.

SHAKANO MARU, Japanese steamer, 2,064, S. Oseki, 30th Nov.—Moji 25th Nov. Coal.—Japanese.

ONSANG, British steamer, 1,287, J. T. Davies, 30th Nov.—Moji 25th Nov. Coal.—Jardine, Matheson & Co.

ANDRE RICKMERS, German steamer, 1,020, Henrichsen, 30th Nov.—Bangkok 20th Nov. Rice.—Arnhold, Karberg & Co.

AMUR, Russian steamer, 2,449, K. M. Kurloff, 30th Nov.—Cheloo 25th Nov. Nuts and Vermischell.—Siemssen & Co.

HAILONG, British steamer, 783, S. Gibson, 30th Nov.—Swatow 29th Nov. General.—Douglas, Lapraik & Co.

ARNOLD LUYKEN, German steamer, 1,095, C. Weberfeld, 30th Nov.—Samarang 20th Nov. Sugar.—E. A. Trading Co.

MARIE JENSEN, German steamer, 711, H. Bendixen, 30th Nov.—Canton 29th Nov. General.—Jensen & Co.

DIAMANT, British steamer, 1,254, R. Rodgers, 30th Nov.—Canton 29th Nov. General.—Sheewan, Tames & Co.

BINGO MARU, Japanese steamer, 3,870, F. Davies, 1st Dec.—Singapore 25th Nov. General.—Nippon Yusen Kaisha.

ARIAKE MARU, Japanese steamer, 2,183, T. Tsakaki, 1st Dec.—Moji 25th Nov. Coal.—Mitsui Bussan Kaisha.

MOVING, British steamer, 4,846, D. P. Campbell, 1st Dec.—Singapore 26th Nov. General.—Butterfield & Swire.

HERMANN MENZEL, German steamer, 1,035, H. H. Schutt, 1st Dec.—Chingking 25th Nov. Rice and Oil.—E. A. Trading Co.

APENRADE, German steamer, 651, A. P. Uldeup, 1st Dec.—Haiphong and 10th Nov. 29th Nov. General.—Jensen & Co.

FOOCHOW, British steamer, 1,228, H. Smale, 1st Dec.—Canton 30th Nov. General.—Butterfield & Swire.

LOONGMOO, German steamer, 1,245, F. Schulz, 1st Dec.—Shanghai 24th Nov. General.—Siemssen & Co.

CHANGSHA, British steamer, 1,463, J. McD. Howie, 1st Dec.—Kobe 25th Nov., and Moji 26th Nov. General.—Butterfield & Swire.

Departures.

Nov. 30, Mitsui, Chinese str., for Shanghai.

Nov. 30, Tokio, British str., for Swatow.

Nov. 30, Binkun, Danish str., for Shanghai.

Nov. 30, Michael Jensen, Ger. str., for Haiphong.

Nov. 30, Daiji Maru, Jap. str., for Coast Ports.

Nov. 30, Cressy, British cruiser, for Singapore.

Nov. 30, Blenheim, British cruiser, for Singapore.

Nov. 30, Albion, British battleship, for Singapore.

Dec. 1, Sydney, French str., for Europe.

Dec. 1, Tonkin, French str., for Shanghai.

Dec. 1, Triton, German str., for Saigon.

Dec. 1, Haiphong, French str., for Haiphong.

Dec. 1, Hongkong, French str., for Haiphong.

SHIPPING REPORTS.

Capt. Campbell, of the str. *Moyne* from Singapore, reports:—Fresh N.E. monsoon and cloudy weather, with occasional showers.

Capt. Howie, of the steamer *Changsha* from Kobe, reports:—Moderate to fresh N.E. monsoon and moderate sea, fine, overcast weather, with occasional rain showers throughout the passage.

Capt. Gibson, of the str. *Itatong* from Swatow, reports:—Fine weather throughout. Srs. at Swatow: *Fauang, Hipsang, Shrausang, Kwangeng, Kuikiang, Naichang, Petchelari, Chunsang, Hong Moh.*

VESSELS IN PORT.

Steamers.

ADELPHINE RICKMERS, German steamer, Heinrichsen, 30th Oct.—Moji 25th Oct. Coal.—Arnhold, Karberg & Co.

AMERICA MARU, Japanese steamer, 6,307, P. A. Going, 28th Nov.—San Francisco 30th Oct., Honolulu 6th Nov., Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai 26th, Mails and General.—Toyo Kisen Kaisha.

ANPING MARU, Japanese steamer, 1,379, I. Goto, 29th Nov.—Swatow 28th Nov. General.—Mitsui Bussan Kaisha.

BYGON, Norwegian steamer, 772, Th. Carlsen, 17th Nov.—Canton 17th Nov. Ballast.—Sander, Wieler & Co.

CLITUS, British steamer, 1,588, McDonald, 1st Nov.—Legal—Jawa—21st Oct.—Sugar.—Butterfield & Swire.

DOTT, Norwegian steamer, 629, Th. Haraldsen, 28th Nov.—Bangkok 17th Nov. Rice.—Kin Tye Lung.

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Gentlemen's
 Outfitting
 Department
 Now Open.
 ———
 28, Queen's Road
 Opposite
 Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
 HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
 Haberdashers and General Outfitters.

Gentlemen's
 Outfitting
 Department
 Now Open.
 ———
 28, Queen's Road
 Opposite
 Hongkong Hotel.

ONE THOUSAND 'XMAS TOYS AND GIFTS.

ON SHOW NEXT THURSDAY.

LOOK OUT FOR THIS PAGE ON

WEDNESDAY, DEC. 3RD.